

Testimony to the House Economic Matters Committee
HB 834 Electric Vehicle Charging Reliability Act
Position: Favorable

Feb 28, 2023

The Honorable C.T. Wilson, Chair
House Office Building – Room 231
Annapolis, MD 21401

Honorable Chair Wilson and Members of the House Economic Matters Committee:

Our family has been driving several EVs since 2012. We currently drive a Chevy Bolt and Nissan Leaf, and we enjoy Level 2 charging in our garage 90% of the time.

We have also had extensive experience using public Level 2 and DC fast charging, both privately owned, such as by Electrify America or EVgo, and utility-owned, such as by Pepco and BGE. For a successful charge, three things must happen. First, the charger needs to be activated, usually with an RFID card or from a phone app. Second, the charger must turn on, and lastly, it must charge at or near its advertised charge rate. If any one of those three elements fails, even de-rated charging, the session should be flagged and action taken to address it.

The issue is not that chargers break or go offline. Gas pumps break and go offline as well. The issue is how problems are reported and fixed. The data reporting required by this bill will lead to better knowledge, effective action and thus better reliability. Much of the raw data is probably being collected anyway, so quarterly reporting should be a small burden which will lessen as reliability improves. Importantly, this bill clearly defines the meaning of "uptime" as successfully dispensing electricity *as designed*. This common-sense definition is the only one that matters, since it is the driver who is at the end of a chain of events that must all work, and the entire purpose of the system is to enable the driver to charge in a timely manner. If a driver is unable to charge, the station is not up.

Better reliability benefits everyone: the occasional user, the frequent user, the LMI user, and the utility itself. It is in everyone's interest that utility operation of charging is successful in situations where the private market is unwilling or unable to serve the need. The geography of Maryland guarantees that many drivers of many income levels will rely on public neighborhood charging, which is what the EV pilot program was designed to address. Now is the time to perfect the procedures needed to deliver performance that current and future EV drivers in Maryland can count on.

Thank you for your consideration, and I urge a favorable report on HB 834.

Respectfully,

Scott Wilson, Silver Spring, MD